

BRICKS HURLED AT SULLIVAN, SAYS VICK

Accuser Completes His Testimony Against Santo Domingo Minister.

\$50,000 STAMPS AT \$2,500

Walker Whiting Vick, formerly American receiver of customs at Santo Domingo, completed his testimony yesterday in support of the charges against Minister Sullivan, a New York attorney, who is charged with representing the United States at Santo Domingo and that his appointment was part of a conspiracy in the interest of the Banco Nacional.

Mr. Vick gave the names of many persons who had filed objections at Washington in connection with Sullivan's appointment in office. He said that Mr. Mitchell, president of the Banco Nacional, had asserted prior to Sullivan's appointment that he knew the name of the new Minister.

Mr. Vick explained the deplorable condition of Dominican finances. He said Minister Sullivan had been subjected to a fusillade of bricks while driving through the streets, and he produced a bullet that had been fired through his (Vick's) bedroom window. He believed, he said, that \$250,000 a month of Santo Domingo's share of the customs had gone into private hands.

The General, he said, received upward of \$150,000 a year to keep them from starting a revolution, and also are given semi-official permission to rob.

Offered \$50,000 Stamps.

"Were you personally ever offered stamped paper at a discount?" he was asked.

"I was offered \$50,000 worth of revenue stamps for \$2,500," said Mr. Vick, "and that by an official of the Dominican Government, who thought he was doing me a favor in giving me an opportunity to make money. I would have made about \$10,000 if I had accepted the offer."

"Then the capacity of the printing press is the only limitation on the issuance of this stamped paper?"

"Yes, sir."

Mr. Vick explained that revenue stamps were issued by the officials, sold to favorites at a liberal discount, and in turn resold to those required to use them on their goods.

Mr. Mitchell, president of the Banco Nacional, "practically lived at the legation," Mr. Vick testified, and Minister Sullivan made the Banco Nacional his downtown headquarters instead of using his own office. Sullivan was very insistent that Vick give the customs deposits to the Banco Nacional, the witness said.

Sullivan told me the National City Bank (of New York) was fighting me," Mr. Vick continued. "Sullivan said he objected to the New York money trust controlling finances down there."

"Is there any evidence that the National City Bank had any designs on the Dominican territory by exploitation?"

Witnesses New York Bank.

The witness said he did not believe the National City Bank had any such designs. He said officials of the Banco Nacional had openly stated they had sufficient influence to prevent him from changing the depository of the customs money.

Mr. Vick called Sullivan to his office on January 4, 1914, and tried to get him to cut loose from the Banco Nacional and straighten out, he said. Secretary Tumulty had told Vick to advise Sullivan "to build a fence between himself (Sullivan) and Mr. Mitchell," according to Mr. Vick.

"I am satisfied of Sullivan's total unfitness for any position," declared the witness.

William C. Beer, who, it is alleged, engineered Sullivan's appointment in the interest of the Banco Nacional, offered to get a construction contract in Santo Domingo for C. D. Smith of Memphis. If Smith would pay a \$5,000 retainer, Mr. Vick said, this information, he said, was obtained from E. Bright Wilson, Mr. Smith's New York attorney. The offer was made in the Vanderbilt Hotel.

The witness said Sullivan threatened to "let him fired." He produced before Commissioner Pishen a bullet which he said had been fired through his bedroom window. The Dominicans did not like Sullivan, Mr. Vick said, and they evidenced this dislike by throwing bricks at him in the street, smashing a lamp on his carriage and hissing at him.

Mr. Vick said he finally resigned because he was disgusted with Sullivan. He told of twenty-eight cases of wine that had come from a German to a private importer, and said Sullivan, who was entitled to bring in goods exempt from duty, said this wine was for him, and no duty was paid on it.

Mr. Vick read a list of others beside himself who had protested against Minister Sullivan. Among the names were Lorenzo Semple, Consul General, Francisco D. Mooney of the Clyde Line, Enrique A. Enriquez of 600 West 157th street, John L. Mann of the Bureau of Efficiency of the Board of Education and Van Allen Harris, a civil engineer of Princeton, N. J.

His reason for causing this investigation, Mr. Vick said, was because he considered it his "duty to the President," believing President Wilson ought to take it up "because Secretary Bryan had refused to do it."

The hearing will be continued in Room 516, Waldorf-Astoria, at 11:30 A. M. today.

FIFTH AVENUE BAPTIST QUILTS CALVARY BY VOTE

Pastor Says, "We Break Away With All Kindness"; Secretary Over Step.

The Fifth Avenue Baptist Church at a special congregational meeting last night voted to discontinue union services with the Calvary Baptist Church in West Fifty-seventh street, and to resume its individual services in its old church at 4 West Forty-sixth street. This step means that two of the largest and best known Baptist churches in the country will not unite as one church. The two congregations have been worshipping together for the last nine months in the hope of consolidating.

The meeting last night was in marked contrast to that held in Calvary Church last Monday night, when the participants were bound to secrecy. The Fifth Avenue church meeting was an open one. The vote for resuming individual services was unanimous.

After the halting Dr. Woolfson, the pastor, made a short address and then prayed for the success of Calvary Church. He said:

"I know that I express the feeling of all here when I say that we break away from Calvary Church as we do with all kindness. They are our brethren. They are our friends. Many of them were put to severe strain, but they stood the strain and they are friends indeed. We have pledged them our Christian affection and I hope that we will live it and be cordial to them. Let us have nothing but love in our hearts for our many friends made while we worshipped with them."

This leaves Calvary Church without a pastor once more. Mr. Robert S. MacArthur was its pastor and founder. He retired four years ago after forty-two years of service. The church has a membership of 200.

Interborough Officials Appear and Give Bail

Shonts, Belmont, Hedley, Reid and Ten Others Sign \$1,000 Bonds, After Coroner Riordan Twice Has Change of Heart—Cases Sent to District Attorney.

SUBWAY THIRD RAIL WAS ALIVE DURING PANIC

Theodore P. Shonts, Frank Hedley, August Belmont, Daniel G. Reid and ten other officers and directors of the Interborough company appeared yesterday before Coroner Riordan and gave bonds of \$1,000 each to appear before the Grand Jury in answer to the charge of culpable negligence for the elevated wreck of December 9.

This was after the Coroner had twice changed his mind about having the men appear personally and had reduced their bail from \$5,000. He reiterated his intention of reporting to the Bar Association the attacks made on him by Attorneys Quackenbush and Burke of the Interborough.

District Attorney Perkins said the cases of the officials would be presented to the Grand Jury as soon as practicable.

At the hearing before the Public Service Commission on the subway fire of January 6, it developed that the current was turned on intermittently immediately after the blaze and that thousands walked through the tube in the darkness with the third rail alive.

Burning cables under the Manhattan Bridge tied up the Third Avenue elevated early in the morning.

Joseph Johnson and attorneys for the B. R. T. clashed over the effect of subways upon surface traffic. Johnson answered the statement that the opening of the New York subway had driven surface lines into bankruptcy by saying that the old Metropolitan was wrecked by bad management before the subway was opened.

SUBWAY OFFICERS GIVE PEDIGREES AND BONDS

After experiencing a change of heart toward the directors of the Interborough and twice reversing himself Coroner Riordan finally ordered the men held responsible by a jury on Tuesday for the fatal elevated accident of December 9 to appear before him yesterday and give \$1,000 bail each. By 5 o'clock Theodore P. Shonts, August Belmont and twelve of their associates on the Interborough board had signed their bonds in the Coroner's office in the Municipal Building.

The men prominent in the financial world who went to the Coroner's office in groups of two or three during the afternoon did not look pleased. They were silent during the process of taking their pedigrees and of filing out and signing the bonds, and silent when they left.

Earlier in the day Coroner Riordan had said that "they might not care to meet so humble an individual as I am." If they felt any pleasure at meeting the Coroner it was carefully suppressed.

Pedigrees All Ready.

The Interborough attorneys, to save time, prepared the pedigrees of the directors and officials. These were given to the Coroner before the accused men began to arrive. The list was as follows:

TRIGOROV, J. S. HOOKER, Hotel Plaza, 58 years old, railroad president.

EDWARD R. BACON, 247 Fifth avenue, 48 years old, banker.

AUGUST BELMONT, 44 East Thirty-fourth street, 62 years old, banker.

EDWARD J. BERWID, 2 East Sixty-fourth street, 62 years old, capitalist.

ANDREW FREEDMAN, 324 Fifth avenue, 54 years old, banker.

EDWIN S. MARSTON, Hotel Gotham, 63, boulevard.

THOMAS DE WITT CUYLER, 1320 Spruce street, Philadelphia, lawyer.

CHARLES D. LUDLOW, Hotel Belmont, 50, banker.

E. M. STODARD, Ridgewood, N. J., 32, banker.

FRANK HEDLEY, vice-president and general manager, 51, 58 Park avenue, Yorker, N. Y.

It was explained that Mr. Cuyler is not within the jurisdiction of the State, and it is not probable that any action will be taken to have him come to answer the charge unless such action is taken by the Grand Jury as would make his presence necessary.

It was evident when Coroner Riordan reached his office yesterday morning that the ordeal of having to face the men named in his charge was considerably on his mind. Finally he was not at ease. He finally announced that he would require their appearance to give bail and that he would parole them in the custody of their counsel, Franklin W. Moulton. At that time he said:

"I am doing this because I do not care to further humiliate them and to show that I am not vindictive. I have no personal feeling in the matter. I am simply obeying the law. This is a big public question and I am glad I was strong enough to meet the situation."

"As a matter of fact I am very sorry for these gentlemen. I fought hard in this case and can now afford to be gracious. I do not believe these gentlemen will run away. I do not think they should be further humiliated and they might not care to meet so humble an individual as I am. For the reason I am glad to require their personal appearance this afternoon. This is not such a serious matter. It is only a case of manslaughter in the second degree."

"I would not take the case for James L. Quackenbush and Martin E. Burke, who abused and threatened me yesterday afternoon. I do it out of consideration for Mr. Moulton and Attorney Michael Dwyer, both of whom acted nicely at the inquiry."

Changes Mind About Bail.

Time passed and Coroner Riordan decided that no matter how kindly he felt toward the Interborough directors, under the law they must appear. He also changed his mind about bail and fixed it finally at \$1,000.

The first directors to appear were Horace Fisher and W. L. Pepperman. Then came Messrs. Belmont and Bacon. Reid apparently was less interested in knowing what a bail bond was like, for he read his all through before signing it. The bonds were furnished by the National Surety Company.

The other directors appeared soon after. Theodore P. Shonts turned to Mr. Moulton after he had signed the bond and said:

"I don't know what I swore to. What was it?"

"Oh, just that you would be around and not run away," Mr. Moulton replied.

"I guess there is no danger of my running away," Mr. Shonts said with a smile. Coroner Riordan later in the afternoon sent a letter to District Attorney Perkins reporting the action of his jury, giving the names of the directors and stating that all with the exception of Mr. Cuyler had been held for the Grand Jury.

"Criticism has been directed at me for the perseverance with which I sought the truth," the letter said, "as to whether or not the officials and operatives of this company have violated the laws of the State of New York in failing to provide proper appliances to safeguard the lives of passengers. I am satisfied, however, that the verdict rendered by the jury was

consistent with the evidence and the law applicable in such matters."

FIND POWER WAS ON AFTER SUBWAY FIRE

The testimony of Dr. Samson Benderly, a physician of Edgewater, N. J., before the Public Service Commission yesterday afternoon led to the revelation that after the Fifty-third street accident of January 6, while thousands of persons were walking through the smoke filled subway, the powerful current was on intermittently through all the third rails. A train was moved north out of the danger zone by jumps and flashes of power and all trains might have been moved had it not been that reversing the direction or some of them would have increased the hazards.

It also developed that on the morning of the accident, while electricians of the system were testing connections in order to establish the power to move all trains, small fires occurred at the splicing chambers of Fifty-ninth street, Eighteenth street, Canal street and perhaps other places.

The testimony which surprised the commission came not only from Dr. Benderly, but from Frank Hedley, general manager of the road, and from James L. Quackenbush, general counsel, who presented his evidence in the form of a statement of counsel.

It was established, according to Mr. Hedley and Mr. Quackenbush, that there was no danger to the passengers walking near the third rail because none of the thousands was hurt.

Dr. Benderly narrated very clearly his experiences as a passenger. He was in the local which stopped within fifty feet of the blowout.

There was no excitement that he saw; no heat at first and very little inconvenience from the smoke. The lights in the car were out during the first ten minutes and then they came back dimly. Not even the women showed fright and there was a crowd around it. I heard men saying: "Women first" so I did not remain there. Some one else said, "You can go out this way" and we started north. After walking a little distance we came to a stalled south bound local and climbed on it. The light was good and the air was better than in the tracks. I sat down and read my paper for about ten minutes. Then the train began to move and ran about half block south. There it stopped by a second exit and I got out, climbed to the street and went to keep my engagement."

"You mean that the train moved with the accident?" asked Leroy Harkness, counsel for the commission.

"Yes," was the positive answer. "Didn't you return to the first exit?"

"No; it was another one."

Mr. Hedley admitted that the power was on at times and Mr. Quackenbush in explanation said that immediately after the accident the engineers began to experiment with the idea of restoring conditions. They made tests of the current and in so doing sent the train north at various times. When it hit the affected section it made an arc but at other times it worked all right, so that one north-bound train was enabled to run out of the danger zone after the accident.

The investigation then adjourned to meet Wednesday at 10 o'clock in the morning.

JOHNSON CLASHES WITH B. R. T. ATTORNEYS

Joseph Johnson, chief of the Public Service Commission's transit bureau, and three attorneys of the Brooklyn Rapid Transit Company had another clash yesterday on the hearing on Mr. Johnson's report as to Brooklyn service was resumed before the commission yesterday.

The argument was started by Mr. Johnson's contention that the opening of the Fourth Avenue subway in Brooklyn would not materially lessen surface traffic. He said New York's experience with subways proved that.

"If you say that," exclaimed Lawyer Woody of the B. R. T., "it proves that you are not an expert." Lawyer Yeomans joined in with "Don't you know that when the subways were opened in Manhattan the surface lines went into the hands of receivers?"

"I don't know anything of the sort," retorted Mr. Johnson. "It was over-idealization, bad management and theft that put the Manhattan Railroad into receivers' hands, and as a matter of fact that happened before the subways were opened."

Commissioner Williams ended this part of the dialogue with his gavel.

John Weigel, timetable chief for the B. R. T., testified that the company has now using 92 per cent of its surface cars and that no more could be used without danger of accident. He said that several of the subways were completed.

Elevated service will be the subject of a hearing beginning at 10:30 this morning.

Burning Cables Up Third Avenue Elevated.

The Third Avenue elevated road between Thirty-fourth street and South Ferry was shut up for four hours early yesterday morning by a fire in five retaining cables. The fire was discovered at 3:30 A. M., and it was not until 7:32 o'clock that traffic was resumed.

Passengers climbed out of the cars and made their way along the slippery ties to the nearest stations. The fire was in a nest of cables under the Manhattan Bridge. It was extinguished with sand. The spur from Chatham Square to City Hall was also blocked. By 5 o'clock cars were being operated for downtown cars on Ninth street. Some Third Avenue trains were switched over to the Second Avenue line.

JACK JOHNSON TO BE SEIZED.

Carrazza Will Stop Juarez Fight to Prevent Aid for Villa.

EL PASO, Jan. 13.—Jack Johnson, champion heavyweight pugilist of the world, will be seized the moment he lands at a Mexican port, if that port is held by Carrazza. All Mexican ports are now in possession of the Carrazza Government. Unless he shows passports from the American State Department he will be held pending orders of American authorities.

Johnson is expected to sail from Buenos Ayres for Vera Cruz or Tampico on his way to Juarez, where he is scheduled to fight Jera Williams on March 4 for the pugilistic title. Johnson cannot enter Juarez through the United States, as Federal indictments stand against him charging him with jumping.

Andrew Garcia, Carrazza Consul here, telegraphed to Carrazza that Johnson is a fugitive from justice and that the Juarez fight will swell the Villa war chest. The Carrazza authorities then decided on action against the negro. "Villa captures a report in time the fight may be held."

Interborough Rapid Transit Company

The Safest Railroad in the World

To the Public:

In view of recent published statements calculated to unsettle confidence in the safety of travel upon the Rapid Transit lines in this city and to create a false impression that the management, intent on profit, is unmindful of public welfare, the Board of Directors invites attention to the following facts:

Passengers carried during the five years, six months, and twelve days ended January 12, 1915,

Elevated Division	Subway Division	Total
1,678,115,936	1,692,362,193	3,370,478,129

Fatal accidents due to train operation, excluding suicides and trespassers,

Elevated Division	Subway Division	Total
3	1	4

(including recent fatality not due to train operation.)

Some measure of the comparative safety of travel upon the Rapid Transit lines in this city, notwithstanding the onerous conditions of congestion, and frequent and rapid service under which they are operated, may be derived from the following comparisons:

Passengers carried for the five years ended June 30, 1913, upon the steam railroads of the United States, over 4,800,000,000.

Fatal accidents to passengers from steam railroad operation, excluding trespassers, 1,862.

Fatal accident rate upon the steam railroads, to passengers carried, One passenger in 2,610,000.

Fatal accident rate upon the London underground lines to passengers carried, One passenger in 25,000,000.

Fatal accident rate upon the Elevated and Subway lines of the Interborough Rapid Transit Company, to passengers carried,—

One passenger in 842,620,000.

This Company employs the best operating talent.

This Company buys the best materials.

This Company leads the world in the development of electrical transportation.

This Company encourages and carefully considers every thoughtful suggestion relating to the safety and comfort of its passengers.

This Company has never refused a request of its operating department for any device or improvement tending to promote efficiency and safety in operation. For this purpose this Company has expended during the last five years (apart from its ordinary operating and maintenance charges), more than THIRTEEN MILLIONS OF DOLLARS.

This Company operates the safest passenger railroad in the world.

By order of the Board of Directors.

Interborough Rapid Transit Company
By T. P. SHONTS, President

HOUSE NAVAL COMMITTEE PROPOSES 28 NEW SHIPS

Asks for Total Appropriation of \$148,500,000 in Biggest Addition to Service Ever Recommended in One Bill.

WASHINGTON, Jan. 13.—If Congress adopts a recommendation incorporated in the naval bill to-day by the House Committee on Naval Affairs work will be started in the fiscal year beginning July 1 on twenty-eight new ships for the navy, involving an ultimate expenditure of \$60,000,000. The bill will be reported to the House next week.

The committee hit on a compromise between the extensive operations proposed by the General Navy Board and the meagre additions advocated by "little navy" men. It is the biggest addition to the navy ever proposed.

The building programme recommended follows: Two battleships, six destroyers, sixteen fleet submarines of about 450 tons each, one seagoing submarine of about 1,100 tons, one tank oiler, one transport and one hospital ship.

The bill authorizes an appropriation of \$40,496,000 for hulls and machinery as follows: Battleships, \$17,600,000; destroyers, \$6,600,000; fleet submarines, \$9,800,000; seagoing submarine, \$1,400,000; oiler, \$1,400,000; transport, \$1,000,000; hospital ship, \$2,250,000.

The additional amount required for armor up to a little in excess of \$60,000,000 will be appropriated as requisitions are made by the Secretary of the Navy in his annual estimates.

Including the building programme the naval bill will carry a total appropriation of about \$148,500,000, as compared with the appropriation for the current year of about \$144,868,000. The amount allowed is nearly \$1,000,000 more than the estimates submitted to Congress by the Secretary of the Navy.

Perhaps the most significant feature of the building programme is that authorizing sixteen fleet submarines and one seagoing submarine. Secretary Daniels recommended "eight or more," but entertained the hope that not more than eight would be allowed. The committee was undoubtedly influenced by the recent exploits of these vessels in European waters.

Efforts made in the committee to authorize four battleships and an alternative proposal for three battleships were defeated by overwhelming votes. An amendment offered by Representative

WHEAT SPECULATORS SEND PRICES SOARING

May Touches \$1.41 and Closes With a Net Gain for the Day of 2 3/8 Cents.

CHICAGO, Jan. 13.—A speculative wave of buying forced May wheat to-day to \$1.41, which was within a fraction of a cent of the high point established last Friday. The option closed at \$1.40 3/4, which is nearly 7 cents higher than the cash price of Monday's selling panic, when reports of the opening of the Dardanelles and the release of Russian wheat caused a sensational weakening. The net gain for the May option for the day was 2 3/8 cents.

Falsity of the reports of the fall of the Dardanelles, forts, scarcity of available cash wheat and rapidly advancing premiums caused the buying wave. Leading men in the trade say that most of the cash wheat here has been sold, and foreign buyers are now working on the spring wheat supplies afloat at Buffalo.

Export buyers have practically been shut out of Western markets by millers who are paying big premiums to get

Directors of the Chicago Master Bakers Association, who have kept District Attorney Clynne in touch with four price secretaries, will call a mass meeting of protest by Chicago bakers. A resolution calling upon Congress to place an embargo on wheat exports may be adopted.

Express Manager, Worried, Killed Himself.

George Andrews, 40, long the manager of the American Express Company office at 105 Bleeker street, shot and killed himself there about 1 o'clock yesterday. It was said that he had worked himself into a state of nervous dependency trying to maintain the business of the office in the face of the removal of manufacturing interests from its vicinity and the establishment of the parcel post. He lived at 54 Greenwich avenue with his wife and two children.

"He is wise who is moderate—and he who is moderate is wise."

And it is for the wisely moderate man that we make a wonderfully mild and mellow Whiskey—Wilson—Real Wilson—That's All!

The Whiskey for which we invented the Non-Refillable Bottle.

FREE CLUB RECIPES—Free booklet of famous club recipes for mixed drinks. Address Wilson, 307 Fifth Ave., N. Y. That's All!